

§ 113.25-9

to supply general emergency alarm signal in those spaces.

[CGD 74-125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28288, June 4, 1996]

§ 113.25-9 Location of general emergency alarm signal.

General emergency alarm signal must:

(a) Be located in passenger and crew quarters areas where they can alert persons in spaces where those persons may be maintaining, repairing, or operating equipment, stowing or drawing stores or equipment, or transiting, such as public spaces, work spaces, machinery spaces, workshops, galleys, emergency firepump room, bow thruster rooms, storage areas for paint, rope, and other stores, underdeck passage-ways in cargo areas, steering gear rooms, windless rooms, holds of roll-on/roll-off vessels, and, except those that are accessible only through bolted manhole covers, duct keels with valve operators; and

(b) Be audible in the spaces identified in paragraph (a) of this section with all normally closed doors and accesses closed; and

(c) Be installed in cabins without loudspeaker installation. Other audible devices, such as electronic alarm transducers, are permitted.

[CGD 74-125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28288, June 4, 1996]

§ 113.25-10 Emergency red-flashing lights.

(a) In a space described in §113.25-9(a), where the general emergency alarm signal cannot be heard over the background noise, there must be a red-flashing light or rotating beacon, in addition to the general emergency alarm signal, that:

(1) Has sufficient intensity above the background lighting that would alert personnel in the space;

(2) Is activated whenever the general emergency alarm signal in the space are activated; and

(3) Is supplied by the general emergency alarm system power supply or the vessel emergency power source through a relay that is operated by the general emergency alarm system.

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(b) A red-flashing light or rotating beacon must be installed so that it is visible in the cargo pump rooms of vessels that carry combustible liquid cargoes. The installation must be in accordance with the requirements of part 111, subpart 111.105, of this chapter.

[CGD 74-125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28288, June 4, 1996; 62 FR 23910, May 1, 1997]

§ 113.25-11 Contact makers.

Each contact maker must—

(a) Have normally open contacts and be constructed in accordance with Type 4 or 4X of NEMA 250 or IP 56 of IEC 60529 (both incorporated by reference; see 46 CFR 110.10-1) requirements;

(b) Have a switch handle that can be maintained in the “on” position;

(c) Have the “off” and “on” positions of the operating handle permanently marked; and

(d) Have an inductive load rating not less than the connected load or, on large vessels, have auxiliary devices to interrupt the load current.

[CGD 94-108, 61 FR 28288, June 4, 1996, as amended at 62 FR 23910, May 1, 1997; USCG-2003-16630, 73 FR 65201, Oct. 31, 2008]

§ 113.25-12 Alarm signals.

(a) Each general emergency alarm signal must be an electrically-operated bell, klaxon, or other warning device capable of producing a signal or tone distinct from any other audible signal on the vessel.

(b) Electronic devices used to produce the general emergency alarm signal must meet the requirements of subpart 113.50 of this part.

(c)(1) The minimum sound-pressure levels for the emergency-alarm tone in interior and exterior spaces must be a sound level of not less than 80 dB(A) measured at 10 feet on the axis; and

(2) At least 10 dB(A) measured at 10 feet on the axis, above the background noise level when the vessel is underway in moderate weather unless flashing red lights are used in accordance with 46 CFR 113.25-10(b).

(d) Alarm signals intended for use in sleeping compartments may have a minimum sound level of 75 dB(A) measured 3 feet (1 meter) on axis, and at least 10 dB(A) measured 3 feet (1 meter)